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**The Daily Press.**

HONGKONG, JULY 25TH, 1907.

Since the conclusion of the Russo-Japanese war, comparatively little attention has been directed to the effects which have been produced by the outcome of that struggle in the relative positions of the Powers in the Far East. There can, however, be no doubt that the modifications which have been brought about will be as far-reaching as they are important. The effect of the Japanese successes has been to change the centre of diplomatic influence in regard to all Far Eastern questions, that is to say speaking generally, with respect to China, Japan and the Korea. It is becoming daily more evident that Japan is destined to become the dominating influence in all matters of foreign relationship not only with herself, but also to a great extent with China. So far as can be judged by existing circumstances, Japan will take very much the position which for many years was held by Great Britain; but which, from a variety of causes is now no longer retained by the latter. Time was when the voice of the British Minister either at Peking or at Yedo was sufficient if not actually to decide, at least largely to influence the ultimate decision in most questions that arose. The subjects were discussed by the whole of the Foreign Ministers but the British Minister took the lead and had generally sufficient influence both with his colleagues and with the Chinese or Japanese

Authorities to cause the decision of any matter in issue to be in accordance with his views. This influence has now largely declined, and that of Russia, which seemed at one time likely to supply its place has received a rude shock from her failure in the recent war. So far as Great Britain is concerned, she was too frequently her policy in these parts, but became indisposed to go on pushing the interests of foreign nations generally with no special advantage to herself individually. The course of events has at this juncture brought Japan to the fore, and everything points to that country being now the dominant force in all Far Eastern matters; and to her voice being likely to be almost final in all important international questions that may arise.

This change may in some ways be cause of some feelings of regret, as it cannot be denied that it means a falling off in the prestige of European nations. At the same time, it is manifest that it is the more natural state of things that such influence should be exercised by a nation situated in the centre of the countries concerned, and that this influence is likely to be exercised with much greater effect not only on that account, but also because it is less liable to be weakened by the jealousies between foreign Powers, which have been so actively worked upon by the Chinese Authorities. So far as China is concerned, it may be safely assumed that the interests of Japan will for many years to come be identical with those of foreign nations; and there seems no reason to doubt that, as regards herself and Korea, Japan will be ready to adopt a policy in conformity with the interests of foreign nations and in fact will continue to identify herself with their views. Provided that this is the case, it is far more satisfactory for foreign nations to allow Japan to make the running in the reforms which it is hoped to introduce both in China and Korea. The chief end that foreign nations desire to obtain is that both those countries should be in a position such as will tend to the maintenance of peace and to the advancement of legitimate trading interests, and these objects are those which Japan herself has in view. So far she is identified with foreign nations and may in this respect be regarded as one of them herself. At present she is disposed to make common cause with them in such trading and other advantages as she can obtain, and so long as this is her policy it is manifestly to the advantage of foreign nations to accept the situation and to obtain the benefit of so useful a co-operator. At the present time she exercises a considerable influence in China in the direction of reform, and is likely to be able to induce the Chinese to come into line with other nations in a way which is impossible for Europeans, whose knowledge of Chinese methods and ideas is much more limited. The Chinese it is true do not like Japan; but they are none the less willing to gain any material advantages that may be attainable from so useful a teacher; and it is not beyond the bounds of hope that China may by degrees learn the means of improving her internal administration from a nation who has succeeded so well in reforming her own.

The plague total at date is 192 cases; there were two yesterday.

The Volunteers will parade on Sunday in order to line the streets on the arrival of His Excellency Sir Frederick Lugard.

Rules are rules. Although "Excursionists" letter appears quite in order, we will not publish it until we know who he, or she, is.

Yesterday Detective Watt effected the arrest of a Russian, named R. Wukowitch, whose extradition will be applied for before the Police Court on the ground of his having committed robbery within the jurisdiction of Russia.

At the Police Court yesterday Mr. G. N. Orme ordered a cable to pay a fine of \$25 for being in unlawful possession of two singlets. In the alternative he will be sentenced to one month's imprisonment and four hours' stocks.

At the Marine Court yesterday the master of the launch *Wai On* was fined \$50 for failing to stop when called upon by Police Constable Edwards, and the master of the launch *Wing Fat* was fined a like sum for a similar offence and also for carrying 32 passengers in excess of the number permitted by his licence.

Persons coming to live in Bangkok from Singapore, Java, Hongkong and other places declare that living is much more expensive here than in those places, says the *Siam Free Press*. This assertion seems strange, in view of the fact that Bangkok contributes to the supplying of Singapore for example with beef, pork, salt, eggs, fish, fruits and other commodities. Strange to say, however, we are told that such things can be had cheaper in Singapore, or Hongkong. With our high rate of exchange prices still keep high in Bangkok, contrary to all expectations.

The N.C. Daily News is informed that Mr. O. G. Potter, Consul-General for Portugal, has received telegraphic advice that the King of Portugal has decorated Dr. Von Schab Paulin and Dr. Krieg with the Order of St. James for scientific merit. This is one of the most coveted distinctions in Portugal. It has been conferred upon these two well-known doctors, we understand, in particular recognition of the valuable services they have rendered gratuitously to the poorer classes of the Portuguese community.

Annam, Cochinchina, and Tonkin have, since the French conquest, been deplored of antiquities and other valuable relics of the past high civilisation of the land. Palaces, temples, and royal tombs have been rifled wholesale. Articles of value especially, have been covered by the spoilers. In this respect, Cambodia, which abounds in archaeological remains, has been treated as a conquered country despite the fact that it is a protected State. In Laos, a newly annexed territory, soldiers and officials plunder the temples at will. The damage thus done is often irreparable. The *Asie du Tonkin* voices a cry for Government interference to check further spoliation.

It is announced that at length work has been begun upon the material that has been in course of collection for the last nine years with the special object of making a dictionary of the language of ancient Egypt. It is hoped that, when the dictionary is completed, the translation of Egyptian hieroglyphs will be a matter of course, instead of, as now, one largely of guesswork. Translation is now the more difficult owing to the absence of vowel marks. The language goes back 3,000 years and more than a million signs in it are not generally known. Professor Beke, curator of the Classical Museum, Chicago, is working with his German colleague, Professor Adolf Erman, for the purposes of the dictionary.

The maintenance of Siamese independence is important to British interests. The contiguity of her territory to ours on the Burmese border and in the Malay Peninsula is the principal reason for this. Second to this is our preponderant interest in the trade of the country, as 86 per cent. of her exports go to British ports. In the case of the Malay Peninsula, the Siamese provinces form part of a species of Protectorate rather than of the Siamese Kingdom proper. Two of these, Kelantan and Trengganu, have in days past formed a bone of contention, and it is said that the inhabitants are Malay rather than Siamese and desire to come under our flag. But this is not at present a question of practical politics.

The "Revue de Paris" contains an article entitled "The New Education in China." The article points out that one of the leading Chinese law journals, the "Fai-Ching-ta-tse," claims that "the most pressing duty now imposed upon China is that of regaining possession of the territory, which it has granted on lease to other Powers. China has committed many mistakes in the past in dealing with foreigners, but lessing its territory to them has been the greatest of all." Then the Chinese journal referred to points out:—"Moreover, these territories are not used for the peaceful work of trade and industry; they are only military bases; only fortifications and warships are to be seen at them; there are no commercial houses or banks built in these territories, but only barracks." And to support this claim the Chinese writer brings forward the grants of money that are made by the German Reichstag towards developing Kiao chan as a strategic base, and he calls upon the Chinese "to remember Japan."

## THE FIRE IN MESSRS. BARRETTO'S GODOWNS.

The Police have been unable to ascertain the cause of the fire which occurred in the godowns of Messrs. Barretto and Co. in Wyndham Street on Tuesday evening, but believe that the outbreak was due to the fusing of an electric wire in the office. Shortly after six o'clock when the godown was locked everything appeared to be in order, and it was not until nine o'clock that the fire had gained sufficient hold to attract attention. Then the flames were bursting through the doors and mounting high in air, greatly to the alarm of residents above who were about to move out their furniture until assured by Inspector Warrack that they were in no immediate danger. Inspection of the premises yesterday morning showed that No. 3 godown was gutted, that No. 2 was damaged by water, and that No. 4 was damaged by fire and water. The stock in hand at the time was considerably more than the amount on which insurance had been effected, and the loss is estimated at \$15,000. There is stock insured with the South British Insurance Co. of which Messrs. S. J. David and Co. are agents to the extent of \$15,000.

## DEFECTIVE LYDDITE SHELLS.

DISQUIETING DISCOVERY TO BE INVESTIGATED. It has just been discovered, states the *Central News*, that the steel supplied to the War Department for the manufacture of the case of lyddite shells contains a defect, due to the fact that the steel in the centre of the original bar is "red," with the result that when the shell or ready material does not distribute itself in the sound metal, but is forced bodily into the base of the shell. Needless to say, the base should be the strongest part, because it is the vital part of the case. Any weakness at the base must necessarily increase the danger of a shell burst in the gun.

It is for the moment impossible to say with anything like certainty how many shells containing the defect referred to have been issued to the service, but there is reason to believe that they can be numbered in thousands. The whole matter is occasioning considerable disquiet in official circles, and the War Office has ordered immediate and careful examination of all the lyddite shells at present in the service magazines and in store, and those found defective are being withdrawn.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE KOREAN SITUATION.

Tokyo, July 24th.  
Marquis Ito has opened negotiations with the Seoul Government on the subject of Japan's demands as formulated in the recent Genro Council. The troops in the capital and in the provinces are in readiness to cope with any outbreak. The artillery are stationed on a height commanding Seoul.

[REUTERS' SERVICE.]

## THE MONSOON IN INDIA.

London, July 22nd.  
Anxiety at the delay of the monsoon rains in N. W. and Central India is now largely relieved, and a heavy downfall has occurred.

## RAILWAY ACCIDENT IN AMERICA.

London, July 22nd.  
A train with 80 excursionists collided with a goods train at Salem Michigan; six cars were destroyed. Up to the present 23 bodies have been recovered, and scores of injured removed.

## ACCIDENT TO A NORTH GERMAN LIXER.

London, July 22nd.  
The North German liner *Kaiser Wilhelm II.* while loading coal at Bremerhaven suddenly listed to port and the water rushing into the bunkers filled the whole ship, which is now half submerged. Pumping is proceeding satisfactorily but the vessel will not be available for service for a considerable time.

## A CALCUTTA CENTENARIAN.

Regarding the death, mentioned the other day, of William Edward Butler Braunscombe in Calcutta, who a little over a month ago celebrated the hundredth anniversary of his birth, the *Empire* gives the following particulars.

He was born in Devonshire and the village of Braunscombe took its name from his grandfather. Like so many other Devonshire boys he took to the sea for a living, and joined the Navy, leaving this, however, for a merchantman. It was in this way that he came to Calcutta, and after having been in most of the world's ports, he dropped anchor on the capital in 1834, and became a preventive officer of the Customs. He served in the Customs till 1887, when he retired on a pension. He was a Freemason, though of late years he had not taken any active part in the fraternity.

Not till December did Braunscombe show evidence of approaching feebleness. He had spent the days of his retirement in making model sailing ships, and in walking about Calcutta and the neighbourhood. He was out at five o'clock in the morning, and the Hindus dubbed him the "old man" from his early walks. He was of average height and sturdily built, and his straight figure was well-known in the town.

The old man had the pleasure of having one of his model boats accepted by Lady Lansdowne when Lord Lansdowne was Viceroy, and one of his proud possessions was the letter of thanks from the Private Secretary. He was twice married, and his second wife, who is 81, survives, as do also his three children, a large number of grandchildren, great grandchildren, and great-great grandchildren.

## SITUATION IN SOUTH OF FRANCE.

Montpellier, June 17.  
There is no doubt that the French Government is face to face with a situation fraught with the gravest dangers. It is not merely the people—the starving peasants of the outlying districts—but the Army as well. The sedition among the troops is real and active. Instead of their cheerful marching songs, they sing anti-Government refrains. Nightly officers are summoned to quell outbreaks in the various barracks.

This state of affairs has given credence to a persistent rumour that the whole of the troops in Southern France—reputed, of course, from these districts—are to be replaced by troops from the north.

Intense excitement reigns. Flaming gesticulating natives declare they will prevent the departure of the troops by force. They will tear up the railway metals and destroy the rolling stock, and it is quite obvious they would not hesitate to do so.

Gendarmes are being rapidly concentrated in the various centres, and an unusually strong force is in Montpellier. Considering the garrison here is about 4,000 strong, this is alone significant.

The other, and perhaps even more imminent danger, is the contemplated arrest of the people's leader, Marcellin Albert. To what extent he is idolised can be judged by his nicknames, "God's Apostle" and "The Redeemer."

An open ur-tion is spoken of as a certain consequence and the peasants threaten terrible reprisals. Indeed, the talk of the peasants as it reaches here consists of such remarks as "rivers of blood will flow," "the south though whose blood will flow, considering they have the army with them and mostly own their own land, is not so clear. Violently revolutionary placards adorn most of the municipal buildings, and edifices significantly dangle from adjacent trees.

## THE HONGKONG AND KOWLOON AND GODOWN COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 4 per cent. (Two dollars per share) for the six months ending 30th June 1907, will be paid on application to those persons who are registered as shareholders in the above Company on the 31st July 1907.

The TRANSFER BOOKS of the Company will be closed from the 24th to the 31st July, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, July 25th, 1907.

## SUPREME COURT.

Wednesday, 24th July.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).

## SPECIAL CASE.

The special case in which Lau Chung Wood and Lam Chey were plaintiffs, and the Standard Oil Company of New York the defendants, was resumed.

Mr. Slade, for the plaintiff, replying to the arguments of the Hon. Mr. Pollock, submitted that the letter in his argument and in his reliance on the authorities quoted to enforce his argument, persistently overlooked the real terms of the contract between the parties in this case. The essential terms of the contract were that the defendants would employ the plaintiffs to do certain work and on completion would pay them a certain sum of money, payment for the work to be made by instalments in proportionate amounts as the work progressed. The ultimate sum payable was only to be paid on completion of the work, 80 per cent. on the termination and the remainder when it had received the entire satisfaction of the engineer. Those terms were the only ones in the voluminous contract which was to be performed by the defendants. All the rest of the terms in the contract were obligations which were imposed upon the contractor. Counsel proceeded to argue that if the employer wished to rescind the contract he could only do so in a certain way, that was to say, it must be consequent on a refusal to perform what was reasonable in the opinion of Mr. William Danby, the engineer agreed by both parties whose duty it should be to judge. What the defendants had done was to rescind the contract in a way not authorised under the contract. They had put an end to it on an expression of opinion that the work was not being done in a reasonable manner, not by the engineer who alone was entitled to give that opinion, but by Mr. Thomas. The notice on the part of Mr. Thomas was nothing at all and plaintiffs might have refused to go out and brought an action to restrain plaintiffs from putting them out. However plaintiffs went out but wrote to defendants, pointing out that they were acting illegally. Plaintiffs waited till they were turned off before they rescinded the contract. Mr. Pollock's argument resolved itself into two propositions. The first was that rescission could only be done with consent, and the second was that, even if the work was wrongfully taken out of a man's hands as regards all the past events, the contract was still binding, and all the terms of the contract had to be regarded in assessing the damages.

## A FORTUNATE CAPTURE.

At the Police Court yesterday before Mr. G. N. Orme, a native was charged with fraudulently obtaining a letter from the Post Office, with opening it, and with attempting to obtain a sum of money by false pretences. Evidence showed that the defendant represented himself to be a fook in the Shin Kee shop of No. 10, Bonham Street. On the 16th instant he obtained a letter from the Post Office addressed to the firm mentioned, which contained a number of drafts. Extracting one of these he took it to a Chinese bank with the object of obtaining its value, \$4,000. Apparently he knew the custom, for on entering the bank and producing the draft he said:—"See that. To-morrow I will come for the money." On the following day he returned, but was informed that the bank had not sufficient notes on hand, so that he had better call on the next day. After the defendant left, the money was despatched to the Shin Kee firm, and the master's surprise on receiving it led him to the bank to make inquiries. Such inquiries led to the arrest of the defendant, who was conveyed to the Central Station by a district watchman. On appearing before the Court yesterday he pleaded guilty, and was sentenced to six months' imprisonment on the first and third charges, while on the second he was ordered to pay a fine of \$250, the alternative being three months' imprisonment.

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of Council held at the Board Room, on 2nd July 1907.

Present.—Messrs. W. H. Wallace (Chairman), C. A. V. Bowra, A. F. Gardiner, Huang Tsan-chew, W. Kruse, S. Okuyama, W. Wilson, the Health Officer, and the Secretary.

1. The Minutes of the last meeting are read, and confirmed.

2. A letter is from the General Officer Commanding at Hongkong, concerning the issue to the Council of risk on loan for the proposed Home Guard and it is unanimously decided to inform General Broadwood that the Council gladly accept the offer of the War Office.

3. The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since the last meeting:—

SUMMONSES.

Breach of Municipal Regulations 1, Debt 2, Illegally removing land marks 1, Refusing to quit premises 1, Breach of contract 1.

SUMMARY ARRESTS.

Being a rogue and a vagabond 1, Committing a nuisance 1, Being abroad after 12 midnight without a light 3, Carrying a dagger 1, Burying a body without a permit 1, Removing sand from a public road 1, Contempt of Court 1, Breach of prison regulation 1, Theft 3.

(Signed) W. H. WALLACE, Chairman.

By order, C. BRERLEY MITCHELL, Secretary.

## CORRESPONDENCE.

GOVERNMENT AND SUBSIDIARY COINAGE.

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR.—When I last addressed you on this subject I expressed a desire to learn what objections the Government had to prohibiting the circulation of Chinese subsidiary coins in this Colony. The correspondence laid before the Legislative Council on Tuesday furnishes this information. The Government has informed the Secretary of State for the Colonies that though Chinese coins are not legal tender in the Colony, yet to make it punishable by law to possess such coins or to offer and accept payments in such coins would not only fill the gaols of the Colony, but would at the same time deal a serious, if not mortal, blow to the large traffic and petty trade which goes on between Hongkong and Canton. Therefore, "for currency purposes, Hongkong is, and must remain, an integral part of the Chinese Empire."

Notwithstanding this expression of opinion the Government has recently warned the public against accepting Chinese coins at more than their proper value, ten Chinese ten-cent pieces being worth, according to the official notification, only about 80 cents of the Mexican dollar. If the public would, or could, adopt this policy, it would virtually mean prohibition.

Though unwilling to prohibit Chinese coins by law, the Government is yet not unwilling—say, is anxious—that the public themselves should bring about this prohibition, in spite of the Government's belief that this would deal a serious, if not mortal, blow to the large traffic and petty trade which goes on between Hongkong and Canton.

The Government has either precious little faith in this statement, or it clearly recognises the absolute futility of its "warning," which is offered merely as a sop to Cerberus.

That, for the practical purpose of ousting Chinese coins from the Colony, the "Warning" is futile is too obvious to require comment. Nothing short of a prohibitory order can achieve that result, as the Government plainly recognises. Its shilly-shallying attitude towards such a proposal condemns the Colony's subsidiary coinage to the Chinese coins. The Government imagines that it will be able "permanently" for a period of years "to control the output of the Canton Mints. Most people will regard that, as a vain imagining, for the withdrawal of British coin from circulation gradually improves the prospect of profitable minting operations for the Chinese, and it is unlikely, when profits are in sight, that the provincial authorities will be content to forego those profits at the bidding of a foreign Government. The present temporary suspension of minting operations is apparently due not so much to gracious deference to the representations of the Hongkong Government as to the fact that minting is not for the present a paying operation at Canton.

The conclusion of the whole matter seems to be that the Government, by withdrawing from circulation all the subsidiary coin coming into the Colonial Treasury will ultimately lower the discount on these coins, and the Colonial revenue will in time benefit accordingly. But the trading community is condemned to suffer the ills they have. They asked for bread and have been offered a stone! It has always been open to them to refuse to accept Chinese or Hongkong coins at other than the market value, but it is a vexatious, troublesome and almost impossible business. Though there has been available for circulation in the Colony more than three times the amount of Hongkong subsidiary coins necessary to meet all requirements, yet not one-fifth of the coins in actual circulation are Hongkong coins. For the Government to expect the tram conductor or the ricksha coolie to ask for "another one out" when tendered a Chinese 10-cent piece in order that he may get the full market value of his legal tender, is ridiculous. So long as there is no embargo on the circulation of Chinese coins in the Colony the probability is that every British coin withdrawn from circulation will be replaced by a Chinese coin, and the losses on trade which the community has had to suffer will have to be endured long after the Government has rehabilitated its own coinage and protected its own revenue.

It seems to me that unless the Government is prepared to prohibit the circulation of Chinese coin in the Colony, it would be useless to accelerate the withdrawal of the Hongkong coinage, while the Government is without a definite assurance that the provincial mints will prolong the suspension of minting operations until discount rates have disappeared and there is absolute need of further issue.—Yours truly,

CHOPPED DOLLAR.

## THE UNITED STATES AND JAPAN.

New York, June 19th.  
The United States squadron, which has just sailed for European waters, will, it is understood, make an official call at Bordeaux where the ships will be reviewed by the President of the French Republic. As far as is known the squadron will also visit British and German, and possibly Italian, ports before returning home. Its departure has suggested to some nervous critics that, in view of the rather uncomfortable relations existing at the present moment between the United States and Japan, it would be well to keep all the effective ships of our Navy in home waters, and one newspaper here this morning insists that it is the urgent duty of the Navy Department forthwith to concentrate every American battleship in the Pacific which is described as the "danger zone." All such suggestions are ridiculed in responsible quarters. It is again pointed out that the foremost fear of the anti-Japanese squabble in California has been artificially produced, and continued here and in Japan, that the relations between the two Governments have never been other than excellent, and that each is content to rely upon the good faith and good sense of the other in bringing about a settlement of all outstanding differences. This, of course, has been the line taken here from the commencement of the trouble, and no complaint can be made of the words and attitude of the Japanese Government.

## PARIS.

(FROM OUR CORRESPONDENT.)

June 21st.

## CIVIL WAR.

The worse has happened, and civil war has at last broken out in all earnestness in the South of France. During the last few days terrible savage scenes have taken place in the vineyard country, recalling the worse episodes of former revolutions in France. That the wine growers' revolt in the South would sooner or later develop into condition of civil war was a foregone conclusion. Nothing could be more erroneous than to conclude that the uprising was at an end, because the Government, by its prompt action a few days ago, succeeded in temporarily checking the evil. Far from it. Indeed, it seems that the drastic steps taken by the authorities soon after things began to look ugly, have only added fuel to fire, or fanned the flames of revolution, rather than quelled, as they were intended, the grave disturbances. Wholesale slaughter between the mob and the soldiers and gendarmes is now the order of the day. It is only too plain that the Government has failed to reckon with the peasantry, whose temperment is totally different from those Parisians. The barbarity displayed by the hot-blooded wine-growers who lose no opportunity of wrecking their hatred on the cavalry and gendarmes is truly characteristic of their race. The infantry men are popular favourites—at least up to now. French history is full of such savagery; the same awful scenes as took place on similar occasions, years ago, are now being repeated. No quarter is being given on either side; all sorts of weapons are being used for killing purposes, dreadful scythes, knives, guns, revolvers, stones, articles of furniture, while paraffin is being poured wholesale over straw and logs of wood, placed alongside buildings for the purpose of incendiarism. Barricades are erected by the infuriated mob everywhere as quickly as they are broken down by the soldier, so fresh and more formidable ones are set up elsewhere. To make matters worse, the Government has had to admit that it is completely in the dark as to what is happening in the South of France, owing to the rioters being completely masters, and having broken down telephonic and telegraphic communications, blown up bridges to delay the arrival of troops, and the placing of dynamite cartridges along railway lines. The principal leaders of the revolt have all been arrested, with the exception of M. Marcelin Albert, the Napoleon of the gigantic movement, who is still at large. The fate of the Cabinet entirely depends on how successful the Government will prove in restoring order. By directing its immediate energies towards the arrest of the ringleaders in the disturbed wine district, the Government has rendered a service to the country; its prompt action, it is to be hoped, will have a sobering effect, for to a Frenchman, more than to any other nation, a leader is indispensable. The peasantry however, require some pacifying, once their passion is aroused, and more bloodshed on either side will result before order, or anything like order, is restored. M. Clemenceau—who will do well to postpone his visit to the South of France—and General Picquart, the Minister of War, are doing their level best to cope with the situation, and deal as leniently as is possible with the mob. Civil war—especially in France—is the worst form of war. At the present moment, we have before us an exact panoramic view of what occurred in this much troubled country, in 1789 and 1848. Unless the present outbreak is not quickly subdued, there is no telling what may become of the French Republic, whose foundations, it must be frankly admitted, have been very severely shaken of late. It is no exaggeration to state that the extremely serious revolt of the South against the authority of the Central Government, is unquestionably the gravest menace that the Republic has had to face for thirty years. It will be seen that the wine-growing districts have carried the doctrine of passive resistance to its logical conclusion. The Legislature refuses, or at least delays, to give the wine-growers the laws they demand, and the wine-growers, in retaliation, ignore the Legislature. Tit for tat. M. Marcelin Albert's object is precisely to destroy the machinery, and so leave the governing authority without arms or hand. Though the Republic has certainly become one of the most stable Governments in France of late years, the force of events may well have surprised in store for us. Trying as the ordeal is, it is fervently hoped that all will end well.

## THE PRESIDENT'S OFFICE.

Like his predecessors, President Fallières has won for himself the reputation of being a brilliant entertainer. All those who have come in contact with him, whether Kings, Emperors, or Princes, declared the President to be a most charming person, a credit to his office as head of the State, and a worthy son of France. No sooner has the President returned from spending his last guests, the King and Queen of Denmark, whose brief stay in Paris has proved a most enjoyable one, than M. Fallières has had to get ready to welcome his august Majesty Chulalongkorn, King of Siam, who is equally a personage of the first rank. The welcome was given in the most cordial manner, and the King was escorted to the railway station by the President's Legation. It is not difficult to see that he is accustomed to receive from his subjects at home. Whenever the King of Siam comes to Paris, the papers never fail to take up truly wonderful stories, respecting the habits and customs of the popular Siamese Sovereign. Thus, on the present occasion, we are informed that in addition to his title of the King of Siam, Chulalongkorn has a right to the pompous attributes of the Brother of the Moon, Arbiter Supreme of the Ebb and Flow of the Tides, Half-Brother of the Sun, the King who resembles the Sun when it is at its Zenith, the King who reigns over all Emperors, Princes,

Sovereigns of the Universe, and the Possessor of Twenty-four gold Umbrellas—to say nothing of Elephants. When the All-Powerful Omnipotent goes for a walk in his domain, his faithful subjects prostrate themselves before him, even if the streets be covered with mud. The highest dignitaries in the realm in fact, when admitted to his presence, must fall on their hands and knees. Bombs are fortunately unknown in Siam, which explains why the life of so despotic a monarch has, as yet, never been threatened—at least by any of his subjects. Chulalongkorn has an annual revenue of 50,000,000 francs, his palace at Bangkok is a veritable city containing inestimable treasures. Among other curiosities is a large hall constructed entirely of many coloured glass, joined together by a very strong cement. This hall, surmounted by turrets, and a minaret, floats on the surface of an artificial lake. From time to time the King, accompanied by some of his wives—whose name is legion—shuts himself up in this retreat, and at a given signal, the glass house descends to the bottom of the lake, submerged in the water. By an ingenious arrangement air is pumped into the interior during His Majesty's sojourn under water. Such a device is to be envied especially in sultry weather. Delighted would European Sovereigns be to be able to have so delicious a refuge in the dog days. The Palace of Bangkok, built over a hundred years ago on designs by European artists, is a curious mixture of European splendour and barbarous luxuries. It contains thirty rooms furnished in the style of Louis XV., while the Palace buildings are surrounded by a cord blessed by the native priest, and supposed to form an effective protection against wicked spirits. The King of Siam is quite a modern sovereign in many respects; he not only speaks English and French fluently, but half a dozen Oriental languages as well. The Queen who ranks first among his many wives, of whom His Majesty has 850, bears the name of Sornay Pongsi. She is somewhat Japanese in appearance, slight in figure, with an oval face, black piercing eyes, and teeth which are veritable pearls. No European Queen is as rich as she is in jewels. The Court jeweller receives commissions every year to the extent of 1,200,000, the lovely articles are distributed by Chulalongkorn among the favourites of his harem. The King's throne is of gold encrusted with precious stones. The Sovereign's personal collection of jewels has no equal, while it increases in value every year; as for his ancestral mantle, it is the richest garment in the world.

## DUELING SOLDIERS.

General Picquart has raised the question of duelling in the French Army in a way which suggests a feeling of regret that he has not gone farther. He has left the commissioned ranks out of view entirely, which means presumably that things will go on as before. The Minister confines his attention to the rank and file, who, it seems, are liable to be ordered by a company commander to settle a quarrel by duel conducted before the sergeant-major, and generally harmless. General Picquart commands that this compulsion be ended. But, if the men choose to fight on their own account, there is to be no interference. Why these half measures? It would certainly have been much better, had General Picquart approached the question in a different way, and put an end for all to the gentlemanly art of picking so far as the army was concerned.

## A NEW WOMAN.

"If you can drive a horse you can be a lion tamer." Such seems to be the femininely impulsive reasoning of Madame la Comtesse de la Guérinière, who attracted public notice in Paris a short time ago by appearing as one of the lady cab-drivers. From that prominent position she retired, owing to a difference of opinion with the proprietor, and she has since been engaged in litigation. This has led to a curious light being thrown on a strangely diversified career. There are few callings open to women in which Madame has not had a try. She has been a modiste or milliner, chorister, florist, restaurant-keeper, circus-rider, confectioner, interpreter, music-teacher, and several other things, besides cab-driving. She is now taking practice to appear as "tamer" in a menagerie. "Never say die is the secret of glory." If she escapes being eaten, she proposes to write her memoirs, which should certainly prove interesting.

## NAVAL ESTIMATES.

The Naval Estimates presented for 1908 by M. Thomson, Minister of Marine, amount to £12,572,011, being an increase of £390,129, as compared with the Naval Budget of 1907. This increased expenditure is to be distributed under four main headings: to wit: increasing the effective forces at a cost of £97,500; raising the scale of pay in various branches, £77,215; building a naval hospital at Toulon at a cost of £36,930; and increasing by £17,850 the sum granted to the fund for the relief of naval veterans. The naval construction to be undertaken, or to be continued, in 1908 comprises six battleships, each of 18,300 tons, the armoured cruisers "Edgar-Quinet," and "Waldeck-Rousseau," which are to be launched soon at Brest and Lorient; twenty destroyers, of which one-half will be of 420 tons, and, lastly, fifty submarines and submersibles. Nine hundred and eight will be an important year in respect to the last type, for there will be built in that year two boats each of four tons of the "Guige" type; thirty-eight submersibles of 400 tons, and ten submersibles of 80 tons. What price the work of the Hague Conference after this, the peacefully-inclined delegates are only wasting their time advocating universal disarmament, which has become an impossibility on the part of all first-class Powers. M. Léon Bourgeois, one of the French delegates at the Conference is strongly of opinion that useful work will be done—though the meeting

of peace-makers at the Hague is looked upon by most people as nothing more or less than a farce.

## RACING.

Longchamps which was bathed in beautiful sunshine was a sight last Sunday on the occasion of the Grand-Prix, which is the greatest sporting event of the year in France. The classic race was won by *Sans-Souci II*, owned by Baron Edmond de Rothschild, who was the recipient of hearty congratulations from President Fallières and his royal guest, the King of Denmark. The race which was a splendid one was truly a neck-to-neck race, only a few inches so to speak separating the winner from M. Ephrussi's *Morland*, another magnificent animal. The crowds on hearing the result went frantic with delight. Never were visitors so numerous; the United Kingdom was strongly represented. Society folk turned out in thousands owing to the presence of the King and Queen of Denmark, who together with President and Madame Fallières received a most cordial welcome. The beautiful dresses of the ladies surpassed in splendour anything seen before on similar occasions. The Grand Prix is worth £10,500, besides £500 for the breeder of the winner.

## AN AWKWARD SITUATION.

The innocents as usual suffer. In consequence of the revolt and arrest of the Mayors in the South of France, where anarchy reigns supreme for the time being, weddings and burials have had to be postponed. At Montpellier and Narbonne, one of the citizens was refused a birth certificate yesterday, while a score of bridesmaids in tears, because there is no one to marry them at the moment. Burials take place at the cemetery at the risk of the relatives. Bodies cannot be recovered from the town without a mayoral certificate.

## PEKING TO PARIS.

The Daily Telegraph's Special Correspondent wired—

Pong-Kiong, June 18th.  
We still remain under the impression left by the long journey across the illimitable Mongolian plain, which is leading us within a few hours to Pong-Kiong, nearly 300 miles from Peking. Last evening we camped on the open plain fifty miles from Kalgai, while still in sight of the mined old walls which are scattered along the whole frontier of China proper, advanced guards which the Celestial Empire placed at the Great Wall. Nearly the whole of the day was spent in completing our preparations. We had a final farewell to coolies, carts, and mules, as it was now time for us to travel alone in the strength of our machines. Reservoirs were filled with petrol and water, baggage was loaded up, and the mechanics made a final inspection of the motors. At last, late in the afternoon, we were on the way, and travelled about thirty miles at a moderate speed. The going was still rather heavy on account of the mud. The calm weather, the star bespangled sky, and the infinite silence filled us with indescribable emotions.

This morning, at the moment of departure, Prince Borghese proposed Pong-Kiong as our rendezvous. The idea of a good deal of good talk had been the other, and found the ground well suited to her particular type.

Soon we were able to reach a speed of something over thirty miles an hour, and we arrived at Pong-Kiong at midday. It was an intoxicating journey over the thick grass, and along tracks beaten by the feet of thousands of camels, across dry prairies, zig-zagging through ground now covered with bushes, now sandy, and with the infinite vista of telegraph poles which point the way to civilisation, which seems, indeed, to join us to civilisation.

Through these green solitudes of Asia, which were never traversed at such speed, not even by Mongolian horsemen at their furious gallop, the rattle of the motor penetrates far into the crystalline air.

From the scattered Mongolian "gurts," round, like small pagodas, deposited on the grass, we see the inhabitants issue, dressed in their long cloaks, which somewhat resemble the habiliments of the Tartars.

I came out quite summoned by the unaccustomed noise, and saw their arms in token of wonderment.

Many jump into saddle and try to overtake us, but we easily leave them behind in a cloud of dust.

As we pass close to a little encampment of "gurts," shepherds signal us to stop. They are so cordial, so merry, that we obey, and dismount among them.

They offer us milk, cheese, and tea, and we are surrounded by a numerous crowd of horsemen, and for some minutes the automobile had to be driven with a regular escort of cavalry amidst savage shouts of joy, which really resembled war-cries, and the undulation of silken clothing swept by the wind.

But soon the clatter of hoofs was left behind, and we found ourselves once more alone on the grassy plain, where thousands of browsing horses, instead of scurrying away terrified, advance towards us to view the strange monster. Having satisfied their curiosity they move away all together as though obeying the word of command.

Only the long caravans of camels which we pass on the way look at us with philosophic indifference, turning towards us their ridiculous muzzles like those of antediluvian beasts.

Often we encounter wells which give us an opportunity of economising the water in our reservoirs, as the fluid will be precious in the Gobi Desert, which we shall begin to traverse to-morrow.

It is impossible to describe the profound impression caused by the perpetual contrast between this primitive world and the presence of an automobile in full flight. We are always aware of it, but the surprise is continually renewed. What we should like to know, however, is that other surprise, that of the solitary Mongolian shepherd at the sight of the strangers who have descended upon his land in this strange mystery on wheels.

Technically the journey has been an easy one, except at certain points where sudden difficulties arose. Prince Borghese drives with audacious security, uniting speed with prudence.

We shall pass the night at Pong-Kiong, where there is a Chinese telegraph office, built of mud and last in a solitude with a radius of 100 miles. The Central telegraph has been and it is impossible to proceed any further. The competitors are therefore reduced to four, M. X. Cornier and Coloman on the De Dion Bouton, M. Godard on the Spyker, and Prince Scipio Borghese on the Itala.

It is hoped that we shall now be able to accelerate our pace.

My message from Pong-Kiong was the first that has been despatched from that office in the

six years of its existence. This detail may serve as a sufficient description of the country. Uddo, June 19th.

We are now in the heart of the Gobi Desert, and this message is being despatched from a solitary office in the middle of the desert. At five o'clock this morning we left Pong-Kiong and traversed the last of the grassy plains of the Mongolian interior.

Appointing Uddo as the next meeting-place, Prince Borghese took the lead, and we flew over long distances at the rate of sixty miles an hour over ground sometimes as level as a billiard table.

Now and again we put to fight heads of gazelles and antelopes, which, terrified at our approach, scattered in the distance. We could easily have pursued and captured them, but that would have unnecessarily delayed us.

Many times Mongolian horsemen tried to follow us at a gallop, but they did not appear to be at all hostile. They made signs of astonishment at not being able to overtake us and to our signals of salutation.

Towards eight o'clock we entered upon the first of the arid plains of the Gobi, the road being somewhat difficult and the heat very oppressive.

By ten o'clock we had entered the vast solitudes of the desert, and the torrid atmosphere seemed to burn our faces.

The sand dunes and patches of stony ground compelled us to proceed cautiously, as this increased the suffering caused by the heat, but we encountered no serious difficulties.

Our road unrolled over smooth, easy hills, bare of herbage and burnt by the sun, or dipped into valleys which must at one time have been salt lakes, as the residue of the evaporated water still whitens the ground.

We passed numerous caravans at rest, as they only travel during the night. Their tracks are marked out by the bones of camels, whose flesh has been used away by the all-devouring sun.

At the entrance to the desert are many strange heaps of stones, crowned with the skulls of oxen. These are Mongolian "obos," primitive altars, to which the caravans resort for prayer before committing themselves to the risks of the desert journey.

From afar these "obos," perched upon hills, look like me. We thought, indeed, that we should find crowds of human beings, but as soon as we got near to these collections of images the feeling of loneliness was rendered all the more intense by reason of our deceptive view.

It was at four o'clock that we reached Uddo, and we were joyfully received by the Chinese telegraphist, who offers us hospitality.

We telegraphed to Pong-Kiong for news of the French and Dutch automobiles, and learned that all was well, except that they were making slow progress, owing to the excessive weight of the machines in proportion to their power.

Pong, on the Canal, has turned back. His tri-car is not adapted to the journey. As it is, he has maintained an heroic but useless fight against tremendous difficulties.

So far our experience has shown that an automobile service in this district is quite possible. To-day we have covered quite comfortably nearly 100 miles; to-morrow we should be about 180, and the day after Uddo will be reached.

Who can say that the automobile is not destined to be the vehicle of certain deserts, the successor to the patient camel?

## MAIL SERVICE.

## DEFENCE OF THE P. &amp; O. COMPANY.

In the matter of high passage rates India has undoubtedly a grievance against the P. & O. Company, as we have seen in the *Times* of the 17th of the critics are inclined to be against the P. & O. Company.

The other day a writer in the *Madras Mail*, signing himself "Quis Separabit," argued, to the evident complete satisfaction of himself, that the P. & O. Company ought to do the whole journey by sea from Bombay to London in a couple of weeks, and issue tickets for Rupees 200.

It ought not to be difficult to comprehend that a higher rate of speed does not mean lower rate of passage; for there is the question of coal consumption among others which has to be taken into consideration. Why any one should expect to travel home by P. & O. from India for Rupees 200 we are at loss to understand.

There is a very fair service of steamers from Bombay, Calcutta, and other Indian ports, which book passages at most reasonable rates, and the passenger with Rupees 200 to spend on his ticket might be expected to look in other directions.

We are often very much amused at the comparisons which are made between steamship speed in the Occident and the Orient. Because between Liverpool and New York it pays to run great liners consuming thousands of tons of coal and tearing the inside out of their machinery in the effort to knock another quarter of an hour off the Atlantic record, it does not follow that the same would be true of the P. & O. the Orient, the Ebb, the N. D. L. the M. T. or any of the other large passenger lines trading to the East.

It is all a question of steaming at the highest speed justified by business considerations, and if it paid to run ocean greyhounds in the Orient, as it undoubtedly does in the Occident, we should have had them long ere this. No doubt the fact that the P. & O. have a close preserve of Bombay has prevented the full force of competition asserting itself, but there is little evidence to show that much more could, under any circumstances, be expected from the new contract for the Ind to make than what has been obtained.

The will be a progressive acceleration in speed, and if there could only be some adjustment of the Indian grievances in the matter of fares there would be little left to grumble about.

It is only by a failure to recognise the differences between the Atlantic and all other passages that anyone can be brought to believe in a Canadian route to Australia from England as quicker and cheaper than the one via the Suez Canal. It is quite possible to run steamers from Sydney to Vancouver, which will land the Australian mails in England quicker than they are conveyed at present by the P. & O. or Orient Co.; but it clearly cannot pay to do so.

## LATEST STEAMER MOVEMENTS.

The Silk Express, *Tartar* arrived in New York on the 24th July.

The C.P.R. ste. *Express of Japan* arrived Nagasaki at 5 p.m. on Tuesday the 23rd July, and left again at 2 a.m. Wednesday for Shanghai, where she is due to arrive at 3.30 a.m. to-day.

The N.Y.K. ste. *Hiroshima Maru* (Bombay Line) left Singapore for this port on the 24th July, and is expected here on the 30th July.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd., Sole Agents

## AUSTRALIAN WINES.

H. J. LINDEMANN'S  
"CAWARRA"  
CLARETS AND HOCKS.

PER CASE 12 BOTTLES ... .. \$15.00  
" 24-1-2 " ... .. 16.00

THE ABSOLUTE PURITY OF THESE WINES IS GUARANTEED.

SOLE AGENTS—

H. PRICE & CO. LTD.  
WINE AND SPIRIT MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

## LONDON'S LORD MAYOR IN BERLIN.

LONDON OUTLOOK.

The Lord Mayor of London, undergoing four days' sightseeing in Berlin, along with his sheriffs and some forty councillors, telegraphed to the "Daily Mail" the following striking account of the wonders he saw—

Berlin, June 17th.

Magnificent hospitality and instructive experiences at every turn have been our portion on the first day of our visit to this really wonderful capital of Germany. I hardly know which to praise more, the methodical kindness with which our hosts have contrived to provide for our every comfort, or the beautiful and splendid institutions shown us, which illustrate Berlin's right to be regarded as the world's model of a great municipality.

Our programme is only a quarter ended, but we already have seen enough to convince us that the "Kaiserstadt" is a fountain at which the student of civic government cannot fail to drink rich knowledge. Our keenest impression, I think, has been the astounding goodness of Berlin. Everything is so serene, so hygienic, so peaceful. Perhaps it is the supreme universal cleanliness which induces this impression, but certainly neither London nor Paris can compare with Berlin for up-to-dateness of architectural splendour, radiant freshness, and modern completeness.

Kindly intimations reached us that our Berlin programme would entail physical wear and tear of really alarming proportions. As we neared our destination my foreign friends bringing along my private physician, Dr. Hecker, became a matter of general enquiry among our merry party. Yet our first day has been made easy and delightful in every respect, and I enjoyed this afternoon in the royal suite of the Hotel Bristol, where our generous hosts have so luxuriously lodged me, a siesta which would constitute a luxury for me in London.

This morning a little before ten o'clock motor-cars flying swift British and German flags took us in parties of four each, accompanied by a Berlin alderman, who spoke English, to our first point of visit—a board school where the urbane Chief-Burgomaster Kirschner and Vice-Burgomaster Dr. Reicke, who finds time between municipal worries to write poems and plays, together with a delegation of town councillors awaited us. After a hymn of greeting from the school children, Herr Kirschner spoke a few warm sentences of welcome from the masters' rostrum, which I later mounted to express our gratitude. He spoke German, which I did not understand, and I replied in English, which was equally mystifying to him, but we took each other on trust, and all was well. A pretty incident followed this linguistic complication, when the chorus boys sang, with unmistakable gusto, one of their most beloved national melodies, "Long Live the Kaiser." Singing national songs is universal in German schools. It is not practical education, but it is practical patriotism, and it impressed me profoundly. Then we wandered through classrooms, full of glowing youngsters, who smiled welcomes as we passed, until we came to the girls' annex, where a couple of hundred flower-haired, blue-eyed Prussian misses, armed with flower-ribbons, went through some graceful gymnastic evolutions.

Next we visited one of the city's special prizes—the municipal bath-house—a splendid building, whose facade resembles some Venetian Renaissance palace. We were treated to some remarkably fine swimming exercises. Thence we drove to a "real-gymnasium," or higher youths' school, where the arrangements for physical culture were particularly attractive. It is plain that the German theory of education provides simultaneously for the training of the mind and the body. All these institutions were situated in the centre of the great working-class residential district, in the midst of which rises on picturesque elevated ground the Victoria Park, a beautiful garden spot with natural waterfalls of refreshing beauty.

For luncheon we were taken to the colossal new "Rheinhold" Restaurant, an establishment which has accommodation for nearly five thousand simultaneously. With a recollection of good food and wine, unspiced by speeches, our afternoon was spent in inspecting Berlin's newest glory, the great municipal hospital, named after the pathologist Dr. Virchow. The extent and splendour of this institution almost beggar description. Its magnificence, indeed, seems wholly incongruous with the fact that it is essentially a free hospital for the poor, and is maintained exclusively by rates. Patients who can afford it are treated for two shillings a day. The equipment of the hospital, especially the surgical department, is such as is maintained in England only by the most expensive private enterprise. If Berlin had nothing else to be proud of, I should say unhesitatingly that this marvellous municipal hospital, reared on a princely scale for the succour of the city's poorest, would entitle her to imperishable renown.

To-night we were formally welcomed at a gorgeous state banquet in the town hall, where over a thousand of Berlin's most illustrious citizens gathered to do us honour. Count von Posadowsky, the Imperial Home Secretary, proposed "King Edward and the Kaiser." Chief-Burgomaster Kirschner proposed the "Guests," while I, responding to the toast, had the privilege of expressing to the extent of my feeble powers our everlasting gratitude for a welcome of truly royal magnitude.

We have had another happy, bustling, instructive day in Berlin, which remains bathed in the balmy June sunshine in our special honour. We were up betimes, only a few of our party finding it inconvenient to begin the day at the appointed hour of half-past nine in consequence of last night's strenuous conviviality in the town hall.

Within a period of an hour we had "done" as the Americans would say, two of Berlin's finest museums, the Pergamon and the Kaiser Friedrich. These, like seemingly everything else in Berlin, are now, though each is stored with a huge collection of priceless historical objects. After the museums we went

to the Municipal Technical Institute, maintained for the benefit of working men who desire after the close of the working day to perfect themselves in any special branch of mechanics, which the municipality enables them to do at a cost of next to nothing.

We much enjoyed our ride and inspection of the unique combination of the elevated and underground railway systems, a privately owned "tube," which is swift-running, absolutely noiseless, and absolutely clean. I understood where much of Berlin's municipal beauty derives its inspiration when I was told that the reason why this railway suddenly had to bore its way underground and become a "tube" is the fact that the Kaiser insisted that the line should be so constructed when it reached the beautiful residential district through which the western extremity passes. It is also due to the Kaiser's firm objection that the great heat-travelling systems has been unable to lay fresh tracks across Unter den Linden. The Kaiser says that the company may go underground, but not over that beautiful boulevard.

At noon we became the guests of the Municipality of Charlottenburg, where we were entertained to a sumptuous luncheon in the town hall. Charlottenburg is a separate corporation of nearly three hundred thousand inhabitants, containing more millions than any other place in Germany. It is divided from Berlin by a merely imaginary line. Most of our British countrymen resident here have their homes in Charlottenburg, which is proud of its "English quarter" and has, like London, a "West End." While at Charlottenburg we inspected the world-famous technical university, already known by reputation to all of us, but extensive and comprehensive beyond all expectations. This institution is the workshop in which the keenest industrial and mechanical minds of the Fatherland are trained. Thoroughness and efficiency are written large in every nook and corner of its wide domain.

What perhaps interested me personally most of all to-day was our visit to the wonderful "Forest school," maintained by the city of Charlottenburg. This—as the name implies—is an outdoor school, where weekly children who might suffer from the confinement and discipline of the school room are taught and trained in the open air. I never in my life encountered a more practical combination of humanitarism and education. All the children are sent to the "Forest school," where the physicians find physically deficient in any respect. They are specially transported to the city's expense daily from and back to their homes. The children are arranged with a view not to "crowding" the children in their studies, their whole day consisting in a minimum of mental strain and a maximum of wholesome fresh air. It is a beautiful idea, and I came away deeply impressed with its enormous possibilities for the physical reclamation of London's thousands of wizened strays and waifs.

Later in the afternoon I was visited by his Excellency the British Ambassador, Sir Frank Lascelles, who expressed great regret that our cyclonic progress through Berlin prevented him from tendering us the hospitality of our splendid Embassy here. To-night we listened to a glorious production of Donizetti's "Daughter of the Regiment" at the Royal Opera, and at ten o'clock our indefatigable hosts took us to an informal "coming-together," as the idiomatic term on the official programme calls it, in the lobby of the Reichstag.

W. P. THEOBALD, Lord Mayor.

## THE PRECARIOUSNESS OF MANDARINISM.

POWERFUL OFFICIAL DISMISSAL.

The *Times* correspondent at Peking wrote on June 18th:—The precariousness of high office in Peking is once more shown by the sudden dismissal of Chu Hang-chi. This official is a Hunanese, the leading member of the party that in the last generation was the most powerful in China. Until yesterday he had been regarded for some time as the most important official in Peking outside the Imperial Family. He was President, under Prince Ching, of the Ministry of Foreign Affairs; he was Grand Councillor, Secretary, and member of the Council for State Affairs. Last evening an Imperial edict deprived him of all office and sent him into retirement in his native province. As a special act of clemency the charges for which he is impeached are not to be closely investigated. The charges were intriguing with provincial authorities for their support, intriguing with the Press, attempting to corrupt the censorate, and nepotism in the case of his son-in-law Yu Chao-kang, who is now dismissed from the new office to which he was appointed on the recommendation of Chu Hang-chi.

It is curious to note that one year ago four Hunanese occupied high posts in China. They were Chu Hang-chi, Chang Pochai, President of the Ministry of Communications, who recently died after serving to ensure; Yuan Shih-kuan, who was formerly Customs Tsoai at Shanghai and is now Governor-Elect of Peking, but is unable to assume office owing to the opposition of the British Government; and Yu Chao-kang, provincial Judge in Kiangsi who was removed from office because of the Nan-chang affair, and is now again dismissed.

It is only fair to the Throne to state that the removal of Chu Hang-chi inspires little regret among the Legations, many of which regard him as the most incompetent Foreign Minister ever known.

Later.  
Lu Hsi-han, the Imperial Commissioner, who signed the Mackay Treaty of 1902 and other commercial treaties, was to-day appointed President of the Ministry of Foreign Affairs. Chu Hang-chi dismissed. Prince Su, head of one of the eight princely families, has been appointed President of the Ministry of the Interior. His Shih-chung transferred to the Viceroyalty of Manchuria. The ability and character of this prince have long favourably impressed foreigners. Many remember that his palace, opposite the British Legation, was the central point of the siege of 1900. Both appointments are well received.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters, THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

**HOUSE** on Upper Levels Four or Five Rooms, Good Position and moderate rental. Write particulars to—

**HOUSE HUNTER.**  
Care of "Daily Press" Office.  
Hongkong, 25th July, 1907. 1250

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

For SWATOW, AMOY AND POOCHOW.

## THE Company's Steamship

"HAIMUN,"  
Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 25th inst., at 2 P.M. For Freight or Passage, apply to—  
**DOUGLAS, LAPELLE & Co.,**  
General Managers.  
Hongkong, 24th July, 1907. 1249

## NOTICE.

**MITSU BISHI GOS II-KWAISHA.**  
DURING my Temporary Absence from this Port Mr. Y. SHIBUYA will take Charge of the Office of the above named Company.  
**T. MATSUKI,**  
Manager.  
Hongkong, 23rd July, 1907. 1242

## NOTICE.

**BILLS** for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.  
**J. W. OSBORNE.**  
Hongkong, 15th July, 1907. 1181

## LOST.

**ONE IRISH TERRIER (DOG),** Brown Rough Hair, answering by the name of Pat. Finders will be rewarded, if necessary, by returning same to—  
**COMPTON'S DEPARTMENT,**  
Messrs. GIBB, LIVINGSTON & Co.,  
or to  
Nos. 11 and 12, Seymour Terrace.  
Hongkong, 23rd July, 1907. 1240

## GOVERNMENT BILLS.

**TENDERS** for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m., on the 28th July, 1907.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

**J. T. CARTER, Lt.-Col., A.P.D.,**  
H.M. Treasury Chest Officer,  
His Majesty's Treasury Office,  
Hongkong, 22nd July, 1907. 1241

**KUNG YIK GODOWNS.** 益公

**NOTICE** IS HEREBY GIVEN that the Godowns, Nos. 171 to 173, SHAK TONG TSI, Praya West, on (M. L. Nos. 204 to 205), formerly known as the Po On Godowns, the lease for which having expired—have been taken possession of by the Landlords and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK GODOWNS.

The KUNG YIK GODOWNS, Agents The SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD.  
SAM WANG & CO., LTD.,  
TELEPHONE: No. 321.  
ADDRESS: 31, Queen's Road Central.  
**U YUK CHI,**  
Managing Director.  
Hongkong, 3rd July, 1907. 1167

**COGNAC.**

**MESSRS. JEEJEEHOY & CO., 25,**  
Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronized by connoisseurs throughout Indo-China:—

Per case 1 doz. bottle.  
BOUTILLIER, G. BRIAND & Co's \$25.00  
FELIX TILLAC & Co's " " 16.50  
GEORGES ROZEAU & Co's " " 14.50  
Hongkong, 1st July, 1907. 1152

**ON SALE.**

**THE DIRECTORY AND CHRONICLE FOR 1907.**

Complete Edition ... \$10.00  
Small ... " 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.**

**AN INTERIM DIVIDEND** of \$3.50 per Share for the Six Months ending 30th June, 1907 will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 16th instant, at FIFTEEN, the 25th instant, both days inclusive.

By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary.  
Hongkong, 10th July, 1907. 1193

**THE WEST POINT BUILDING COMPANY, LIMITED.**

**AN INTERIM DIVIDEND** of DOLLARS TWO per Share for the six Months ending 30th June, 1907, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on THURSDAY, the 18th instant to MONDAY, the 26th instant, both days inclusive.

By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary to the  
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,  
General Agents, for the  
WEST POINT BUILDING CO., LTD.  
Hongkong, 12th July, 1907. 1245

**HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING** of Shareholders in the Company, will be held at the Office of the Company, Hotel, Mansions, on TUESDAY, the 13th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors,  
**W. E. CLARKE,**  
Secretary.  
Hongkong, 22nd July, 1907. 1235

## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

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**W. E. CLARKE,**  
Secretary.  
Hongkong, 22nd July, 1907. 1235

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N.S. 4250, dated Hongkong 9th July, 1902 for Ten Shares of this Bank numbered 14,821 to 14,830 inclusive registered in the name of CHUNG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4250 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
**J. B. M. SMITH,**  
Chief Manager.  
Hongkong, 13th July, 1907. 1210

**FOR SALE.**

**TWO VERY VALUABLE PIECES OF LAND** near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by measurement 50 "chuangs" or thereabouts. Title Deeds can be seen at the Office of the Undersigned.

For further particulars, apply to  
**GOLDING & BARTLOW, Solicitors,**  
10, Queen's Road Central.  
Hongkong, 22nd May, 1907. 970

**COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.**

**ARTISTIC PICTORIAL POSTCARDS** and other Philatelic Goods. Inspection invited.  
**GRACA & CO.,**  
Hongkong Hotel Corridor.  
1145

**ON SALE.**

**THE FIFTY YEARS ANGLICAN-CHINESE CALENDAR**  
日曆英中 年十五

FROM JANUARY, 1857 TO 31st DECEMBER 1913, inclusive FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 3rd YEAR OF TUNG CHI TO THE 39th YEAR OF KWONG SUI.

**PRICE \$2 CASH.**

On Sale at the Hongkong "Daily Press" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.  
Hongkong, 3rd October, 1906. 1841

**COLD STORAGE.**

**THE HONGKONG ICE COMPANY, LTD.,**  
have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
Wm. FARLANE, Manager.  
Hongkong, 18th November, 1901. 47

**STORAGE.**

**FOR COAL, TIMBER, &c.**

**TO BE LET, a Portion of MARINE LOT** No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 399 YEARS' LEASE. For Particulars, apply—  
**GEO. FENWICK & Co., LTD.,**  
Hongkong, 8th June, 1906. 1106

## WANTED

## WANTED.

**PROFICIENT TYPE AND SHORT-HAND WRITER.**  
Apply—  
Care of "Daily Press" Office.  
Hongkong, 24th July, 1907. 1246

## WANTED.

**BY a Portuguese of 18 years' experience** of Mercantile and Banking Work. SITUATION as General Office Assistant. First class testimonials and references.  
X. Y. Z.  
Care of "Daily Press" Office.  
Hongkong, 20th July, 1907. 1237

## WANTED.

**YOUNG EUROPEAN** for Office Work. Good Bookkeeping experience necessary. Apply in first instance, stating age, qualifications, and salary expected to—  
No. 37.  
Care of "Daily Press" Office.  
Hongkong, 17th July, 1907. 1219

## INSURANCES

**AACHEN AND MUNICH FIRE INSURANCE CO., OF AIX LA-CHAPELLE.**

**THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.**  
**REUTER, BROECKELMANN & Co**  
Agents.  
Hongkong, 21st April, 1897. 114

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS at 31st DECEMBER, 1905 £7,897,119.

I. AUTHORIZED CAPITAL, £3,000,000  
SUBSCRIBED CAPITAL, 2,750,000  
PAID-UP CAPITAL, 687,500 0 0  
II. FUND, 3,388,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 27th April, 1907. 1181

**THE GLORUS INSURANCE COMPANY OF HAMBURG.**

**THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.**  
**CARLOWITZ & Co.**  
Hongkong, 13th August 1906. 29

**BOARD AND RESIDENCE**

**FIRST-CLASS BOARD & RESIDENCE** at "BRASSIDE"

**A LARGE AND COMMODIOUS RESIDENCE** standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.  
Apply to—**Mrs. F. W. WATTS,**  
"Brasside," 20, Macdonnell Road (late of "Tang Yuen").  
Hongkong, 27th June, 1905. 143

**PRIVATE BOARD AND RESIDENCE**

**MRS. GILLANDERS**  
"CLAREMONT"  
2 & 4, KENNEDY ROAD.  
Hongkong, 9th February, 1907. 604

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

**CODE WORD: "DOCK."**  
A.I. A.B.C., and Engineering Code Used  
**NEW DOCK NOW OPEN.**

**DOCK No. 3.**

Extreme Length ... 722 feet.  
Length on Blocks ... 714 "  
Width of Entrance on Top ... 864 "  
Width of Entrance on Bottom ... 884 "  
Water on Blocks at Spring Tide 344 "

**DOCK No. 1.**

Extreme Length ... 523 feet.  
Length on Blocks ... 513 "  
Width of Entrance on Top ... 88 "  
Width of Entrance on Bottom ... 71 "  
Water on Blocks at Spring Tide 67 "

**DOCK No. 2.**

Extreme Length ... 571 feet.  
Length on Blocks ... 561 "  
Width of Entrance on Top ... 86 "  
Width of Entrance on Bottom ... 53 "  
Water on Blocks at Spring Tide 32 "

**PATENT SLIP.**  
Suitable for vessels up to 1,000.

**THE WORKS** are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SLIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

**A LARGE STOCK of MATERIAL** is always kept on hand.

The COMPANY has the powerful steamers "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.)

**ON SALE.**

**A TABLE OF THE RATES OF EXCHANGE AT HONGKONG**

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years

FROM 1874 TO 1906.  
Price: 32 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## TO LET

## TO LET.

**ONE OFFICE-ROOM** on Second Floor PRINCE'S BUILDINGS.  
Apply to—  
**REUTER, BROECKELMANN & Co.**  
Hongkong, 23rd April, 1907. 795

## TO LET.

**ONE FOUR ROOMED HOUSE** at Praya East, near East Point.  
Apply to—  
**JARDINE MATHESON & CO., LTD.**  
Hongkong, 24th June, 1907. 1101

## TO LET.

**"GLENWOOD" CANNON ROAD,** suitable for a Boarding house or Club. Containing 23 Rooms. This property would be divided into two or more houses to suit tenants.  
**BEACONSFIELD ARCADE, FINE OFFICES** and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL. Top Floor, (over Caldwell MacGregor).  
**BELLILIOS TERRACE HOUSES,** ROBINSON ROAD.  
No. 4, ALBANY.  
No. 5, BELLILIOS TERRACE, Corner House, 1st Row.  
No. 6, CAMERON VILLAS (PEARL), Furnished. Cheap rent. For September and October.  
No. 6, DES VŒUX VILLAS (PEARL), No. 1 and 2, BEACONSFIELD ARCADE.  
Apply to—  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, 22nd July, 1907. 1102

## TO LET OR SOLD.

**WITH PERMISSION FROM 1st JUNE—IN WANCHAI ROAD.**  
**GODOWN**, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suited for storage of any kind of merchandise.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 3rd May, 1907. 870

## TO LET.

**IMMEDIATE POSSESSION.**  
**NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.**  
Apply to—  
**ARRATTON V. APCAR & Co.,**  
45, Wyndham Street.  
Hongkong, 2nd March, 1907. 491

## TO LET.

**2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.**  
No. 38, CAINE ROAD.  
**AUCTION ROOMS, No. 2, Zetland Street.**  
**GREENCROFT, GARDEN ROAD,** Kowloon, Redecorated, Electric Light, Tennis Court.  
No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.  
Apply to—  
**LEIGH & ORANGE,**  
1, Des Vœux Road.  
Hongkong, 11th July, 1907. 94

## TO LET.

**"STONHEVED" 35, Robinson Road.**  
No. 27, 29, 31 and 33, SEYMOUR ROAD.  
Apply to—  
**SAM WANG CO., LTD.,**  
81, Queen's Road Central.  
Hongkong, 22nd July, 1907. 1103

## TO LET.

**FROM 1st JULY.**  
**LARGE and SPACIOUS GODOWNS** Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, at present in the occupation of the Admiralty.  
Apply to—  
**HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st July, 1907. 808

## TO LET.

**NOS. 3 and 4, OBSERVATORY VILLAS,** Kowloon. Moderate Rental. Tennis Court and Electric Lights.  
No. 46, ELGIN STREET, 6 Rooms with front and back, Victoria. From 1st July.  
"CHERUB VILLAS" A fine Bungalow. Near Observatory Villas. Cheap Rental.  
Apply to—  
**ARRATTON V. APCAR & Co.,**  
45, Wyndham Street.  
Hongkong, 20th June, 1907. 860

## TO LET.

**A HOUSE in KNOTSFORD TERRACE, KOWLOON.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st July, 1907. 92

## TO LET.

**NO. 2, MACDONNELL ROAD.**  
Apply to—  
**COMPTON'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1906. 97

## TO LET.

**OFFICES in ALEXANDRA BUILDINGS.**  
Apply—  
**SECRETARY,**  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. 1800

## TO LET.

**NO. 1, WEST END TERRACE, SHAMSHAM, CANTON.**  
Apply to—  
**HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st July, 1907. 91

## TO LET.

**"BERIL" No. 1, GARDEN ROAD, KOWLOON.** Containing 8 Rooms and Garden. Possession 1st June, 1907.  
Apply to—  
**H. M. H. NEMAZEE.**  
Hongkong, 28th May, 1907. 923

## TO LET.

**NOS. 3 & 5, CARNARON VILLAS,** Kowloon.  
Apply to—  
**HEWAN & Co.,**  
No. 15, Connaught Road, West.  
Hongkong, 1st May, 1907. 324

## TO LET

## TO LET.

**3 STORED GODOWN** No. 127, Wanchai Road.  
Apply to—  
**REUTER, BROECKELMANN & Co.**  
Prince's Building.  
Hongkong, 27th June, 1907. 1126

## TO LET.

**NO. 28, LEIGHTON HILL ROAD.** Immediate Possession.  
Apply to—  
**THE COMPTON'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. 338

## TO LET.

**A SUIT of 3 LARGE and ONE SMALL ROOMS** with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenalee." Can have the use of a Kitchen, can be rented singly or the whole. GROUND FLOOR of No. 4, Des Vœux Road including a Strong Room and servants' quarters.  
**ROOMS** on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.  
Apply to—  
**DAVID SASSOON & Co. LTD.**  
Hongkong, 24th May, 1907. 821

## TO LET.

**TWO ROOMS** on Third Floor, HOTEL MANSIONS, suitable for Offices. Possession from 1st August next.  
Apply to—  
**HENRY HUMPHREYS,**  
Alexandra Buildings.  
Hongkong, 2nd July, 1907. 1159

## TO LET.

**"HATHERLEIGH," CONDUIIT ROAD.**  
No. 1, RIFON TERRACE, BATHAM ROAD.  
**OFFICES** in KING'S BUILDING and YORK BUILDING.  
**GODOWNS** in PRAYA EAST.  
**A HOUSE** in CLIFTON GARDENS, Conduit Road.  
**FLATS** in MORETON TERRACE.  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st July, 1907. 1169

## TO LET.

**GODOWNS** Nos. 95, 96, 97 and 100, Praya East.  
Apply to—  
**CHATER & MODY,**  
Victoria Buildings.  
Hongkong, 20th June, 1907. 1939

## TO BE LET.

**AS from the 1st August next, No. 5, MORRISON HILL.**  
Apply to—  
**Messrs. JARDINE, MATHESON & Co., LTD.**  
Hongkong, 1st July, 1907. 1151

## TO LET.

**NO. 5, ORMSBY TERRACE, Kowloon.**  
No. 4, SEYMOUR ROAD, Hongkong.  
Cheap rent.  
Apply to—  
**SPANISH DOMINICAN PROCUATION.**  
Hongkong, 25th June, 1907. 1114

## TO LET.

**SHAMSHAM—CANTON.**

**TO LET in SUN LIFE BUILDING.** French Concession, Large, Well-lit Offices. Godowns also, if required.  
Apply to—  
**POWELL GRANT.**  
Hongkong, 13th July, 1907. 1209

## TO LET.

**SHOPS and FLATS** in Des Vœux Road, Central.  
No. 6, CAMERON TERRACE, Kowloon.  
Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Hongkong, 15th July, 1907. 1155

## TO LET.

**POSSESSION FROM 1st APRIL.**  
**2 Semi-attached HOUSES,** Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.  
Apply to—  
**CHUNG CHINAM,**  
Yan On Marine & Fire Insurance Co., Ltd.  
Hongkong, 1st March, 1907



## SHIPPING.

## ARRIVALS.

CHOWA, German str., 1905, F. Spiesen, 23rd July—Bangkok 18th July, Rice & Wood—Hatterfield & Swire.  
HALLA, German str., 1539, Metcalfen, 24th July—Wakamatsu 18th July, Coals—Siemssen & Co.  
JOSHIN MARU, Japanese str., 702, H. S. Smith, 24th July—Tientsin 21st July, General—Onaka Shosen Kaisha.  
PILAS, British str., 2906, R. A. Sillitoe, 24th July—Liverpool via Singapore 18th July, General—Hatterfield & Swire.  
TATUNG, Chinese str., 1206, L. Stephen, 24th July—Shanghai 21st July, General—Chinese.  
TUDOR, Dutch str., 2453, P. Zwart, 24th July—Macassar 14th July General—Java-China-Japan Lijn.

## CLEARANCES.

At the Harbour Master's Office.  
24th July.  
Hella, German str., for Canton.  
Wakamatsu, British str., for Kobe.

## DEPARTURES.

24th July.  
JALAN, British str., for Shanghai.  
BENJAMIN, British str., for Nagasaki.  
FUSUO MARU, Japanese str., for Swatow.  
GLENFARG, British str., for Amoy.  
KUNYANG, German str., for K. C. Yau.  
KUNYANG, German str., for Swatow.  
SERVA, German str., for Singapore.  
S. C. KOKER, Dutch str., for Balik Papan.  
CHINA MARU, Japanese str., for Surabaya.

## SHIPPING REPORTS.

The German str. Hella reports: Always fresh N. E. wind.  
The German str. Ueber reports: W. Bregler, second mate, died during the trip on Sunday, the 21st July.  
The British str. Prima reports: Northern part China seas encountered strong W. to N. E. winds and heavy rains.  
The Japanese str. Jishin Maru reports: Fresh N. E. and moderate sea from China Channel, and fresh E. N. E. and moderate sea to arrival.  
The Chinese str. Taitung reports: Had moderate variable winds and fine clear weather to Amoy. Thence fresh Easterly winds and heavy rain to port.

## VESSELS IN DOCK.

July 24th.  
ABERDEEN DOCKS.—  
Kowloon Docks—Empress of India, Woodhead, Torquay, Vigilant, Manuliner, Sp. Onghale.  
COSMOGRAPHIC DOCKS.—Kowloon.

## VESSELS ON THE BERTH.

For SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship.

"GREGORY APCAR."  
Captain E. H. Nelson, will be despatched for the above Ports TO-MORROW, the 26th inst., at 10 a.m.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 22nd July, 1907. 118

## DAMPFSCHIFFS-REHDEREI "UNION" ACTIEN-GESELLSCHAFT.

## FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

## THE Steamship.

"VERONA."  
Captain Dubouze, will be despatched for the above Ports on or about MONDAY, the 26th July, 1907.  
For Freight, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 9th July, 1907. 119

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship.

"LIGHTNING."  
Captain E. Fey, will be despatched for the above Ports on TUESDAY, the 26th inst., at 1 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 23rd July, 1907. 120

## FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

## THE Steamship.

"TUDOR PRINCE."  
Captain McDougale, will be despatched for the above Ports on or about THURSDAY, the 15th August.  
For Freight or Passage, apply to  
ARNHOLD KARBURG & Co., Agents.  
Hongkong, 22nd July, 1907. 121

## REGULAR STEAMSHIP SERVICE.

(With Liberty to Call at the Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "SATSUMA" ... 7th Sept.  
S.S. "CHAZER" ... 14th Sept.  
For Freight and further information, apply to  
DODWELL & CO., LD., Agents.  
Hongkong, 25th July, 1907. 737

## NATAL LINE OF STEAMERS.

THE Under-signed GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CANTON every 10 days.  
For Freight and further particulars, apply to  
DODWELL & CO., LTD., General Agents for China and Japan.  
Hongkong, 4th August, 1908. 8

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907, with INDEX, Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 24th July, 1907.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 31st inst.
MARSEILLES &c. via PORTS OF CALL.	TOKIN	Frans. str.	—	Monton	MESSAGERIES MARITIMES.	On 6th Aug., at 1 p.m.
COPENHAGEN & ST. PETERSBURG.	SOTRUDNIK	Dan. str.	—	Sachs	MELCHERS & Co.	Middle of September.
HAVRE & HAMBURG via STRAITS &c.	SAXONIA	Ger. str.	k.w.	C. Woltemas	HAMBURG-AMERIKA LINIE	On 26th August.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	FRINGE LIGHTING	Ger. str.	k.w.	von Dobron	HAMBURG-AMERIKA LINIE	On 31st inst., at Noon.
NAPLES, HAVRE & HAMBURG.	SEANDIA	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 7th August.
NAPLES, PLYMOUTH, HAVRE & HAMBURG.	THUDOR PRINCE	Am. str.	—	McDougal	ARNHOLD, KARBURG & Co.	On 4th September.
NEW YORK	VERONA	Ger. str.	—	Dobron	CARLOWITZ & Co.	About 15th August.
NEW YORK	ABELOU	Am. str.	—	—	SHEWAN, TOMES & Co.	About 25th inst.
NEW YORK	FATSUMA	Brit. str.	—	—	DEWELL & Co., LTD.	On 23rd August.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 1st Aug., at 4 p.m.
VICTORIA (B.C.) & TACOMA via JAPAN	MONTEAGLE	Brit. str.	1 m.	—	DODWELL & Co., LTD.	On 14th Aug., at Noon.
CALLAO AND IQUIQUE via JAPAN PORTS, &c.	SHANNET	Am. str.	—	—	TOYO KISEN KAISHA	On 15th August.
AUSTRALIAN PORTS via MANILA TIMOR &c.	GLENFARG	Jap. str.	—	—	GUTHRIE & CO.	On 27th inst., at 10 a.m.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 p.m.
YOKOHAMA AND KOBE	CHINTU	Brit. str.	—	—	MELCHERS & Co.	On 15th Aug., at Noon.
YOKOHAMA AND KOBE	PRINCE WALDEMAR	Ger. str.	—	—	BUTTERFIELD & SWIRE	About 26th inst.
YOKOHAMA AND KOBE	TAIWAN	Ger. str.	—	—	MELCHERS & Co.	Quick despatch.
YOKOHAMA AND KOBE	TAIWAN	Dut. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 2nd August.
YOKOHAMA AND KOBE	KOWLOON	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow, at 4 p.m.
YOKOHAMA AND KOBE	LINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	MARCELLUS	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 27th inst.
YOKOHAMA AND KOBE	HANGANG	Brit. str.	—	A. L. Valentin	P. & O. S. N. Co.	Quick despatch.
YOKOHAMA AND KOBE	SHANGHAI	Brit. str.	—	Spencer White	JARDINE, MATHESON & Co., LD.	On 27th inst., at 4 p.m.
YOKOHAMA AND KOBE	SHANGHAI	Brit. str.	—	L. D. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA AND KOBE	WIK	Ger. str.	—	H. Kirchner	MELCHERS & Co.	On 28th inst.
YOKOHAMA AND KOBE	P. R. LUTHER	Ger. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co., LD.	About 30th inst.
YOKOHAMA AND KOBE	FOOKANG	Ger. str.	—	G. W. Cockburn, R.N.R.	P. & O. S. N. Co.	About 2nd August.
YOKOHAMA AND KOBE	PALMA	Brit. str.	—	—	MELCHERS & Co.	Middle of August.
YOKOHAMA AND KOBE	SOTRUDNIK	Dan. str.	—	—	MELCHERS & Co.	End of August.
YOKOHAMA AND KOBE	TRANQUEBAR	Dan. str.	—	—	DOUGLAS LARSEN & Co.	To-day, at 2 p.m.
YOKOHAMA AND KOBE	HAMUN	Brit. str.	2 h.	A. J. Robson	BUTTERFIELD & SWIRE	On 1st Aug., at 4 p.m.
YOKOHAMA AND KOBE	KASHING	Brit. str.	—	T. W. Pickard	OSAKA SHOSHEN KAISHA	To-day, at 10 a.m.
YOKOHAMA AND KOBE	FRITZSCHE	Ger. str.	—	O. Anderson	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 a.m.
YOKOHAMA AND KOBE	JOSHIN MARU	Jap. str.	—	H. S. Smith	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
YOKOHAMA AND KOBE	CHIKI	Brit. str.	—	Imben	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 p.m.
YOKOHAMA AND KOBE	YUENSANG	Brit. str.	—	T. Mayrick	SHEWAN, TOMES & Co.	On 27th inst., at Noon.
YOKOHAMA AND KOBE	RUBI	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 30th inst., at 1 p.m.
YOKOHAMA AND KOBE	TAMING	Brit. str.	—	A. W. Outerbridge	SHEWAN, TOMES & Co.	On 3rd Aug., at Noon.
YOKOHAMA AND KOBE	ZAFIRO	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	About 28th inst.
YOKOHAMA AND KOBE	KALBOO	Brit. str.	—	—	DAVID SASSOON & Co., LTD.	To-morrow, at 10 a.m.
YOKOHAMA AND KOBE	BORNEO	Ger. str.	—	—	DAVID SASSOON & Co., LTD.	On 30th inst., at 1 p.m.
YOKOHAMA AND KOBE	GEORGY ARCAR	Brit. str.	—	F. Semblit	JARDINE, MATHESON & Co., LD.	On 3rd Aug., at 4 p.m.
YOKOHAMA AND KOBE	LIGHTNING	Brit. str.	—	S. H. Belson	—	About 28th inst.
YOKOHAMA AND KOBE	KUTSANG	Brit. str.	—	E. Fey	—	To-morrow, at 10 a.m.
YOKOHAMA AND KOBE	KUTSANG	Brit. str.	—	Bradley	—	On 30th inst., at 1 p.m.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK, & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STRAITS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SOTRUDNIK" ...	Middle of August
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR" ...	End of August
COPENHAGEN and ST. PETERSBURG	"SOTRUDNIK" ...	Middle of Sept.

For Further Particulars, apply to  
HONGKONG, 25th July, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 27th July, Noon.
ZAFIRO	2540	A. Fraser	Manila	On 3rd Aug., Noon.

For Freight or Passage apply to  
HONGKONG, 25th July, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

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For freight and further information apply to  
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## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAITS	TO SAIL
SHANGHAI via NINGPO	"HINSANG" ...	Thursday, 25th July, 4 p.m.
MANILA	"YUENSANG" ...	Friday, 26th July, 4 p.m.
SHANGHAI	"HANGSANG" ...	Saturday, 27th July, 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG" ...	Friday, 2nd Aug., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" ...	Saturday, 3rd Aug., 3 p.m.

## REDUCED FARES TO STRAITS AND CALCUTTA.

	Hongkong to Singapore 1st Class, Single	Return
Penang	85	120
Calcutta	165	250

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.

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## JARDINE, MATHESON &amp; Co., Ltd.

GENERAL MANAGERS.

## NORTHERN PACIFIC LINE.

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CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
SHAWMUT	9,006	E. V. Roberts	On 15th August.
TREMONT	9,006	T. W. Garlick	About 16th September.

For Freight or Passage, apply to  
HONGKONG, 25th July, 1907.

## HONGKONG-NEW YORK.

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For freight and further information apply to  
HONGKONG, 25th July, 1907.

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AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

For freight and further information apply to  
HONGKONG, 25th July, 1907.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA	About 25th July	Freight and Passengers.
LONDON VIA USUAL PORTS	DELTA	Noon, 27th July	See Special Advertisement.
MARSEILLES, LONDON, and ANTWERP	NYANZA	About 31st July	Freight and Passengers.
SHANGHAI, NAGASAKI, PALMA, MOJI, KOBE & YOKOHAMA	Capt. G. W. Cockman, R.N.R.	About 2nd August	Freight only.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 25th July, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHIAOSHING"	On 25th July, 4 p.m.
YOKOHAMA and HAIPHONG	"CHILIE"	On 26th July, 4 p.m.
YOKOHAMA and KOBE	"LINAN"	On 26th July, 4 p.m.
MANILA	"TAIYUAN"	On 29th July, 4 p.m.
CEBU and ILOILO	"KAIPONG"	On 1st Aug., 4 p.m.
SWATOW and SHANGHAI	"KASHING"	On 1st Aug., 4 p.m.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, SYDNEY and MELBOURNE	"CHINGTU"	On 3rd August, 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Universal Table, A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australasian Ports.

REDUCED FARE, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
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CANADIAN PACIFIC RAILWAY  
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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC TO VANCOUVER.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 1st Aug.	19th August	
"MONTEAGLE"	6,163	WEDNESDAY, 14th Aug.	7th Sept.	
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Aug.	15th Sept.	
"TAIYAR"	6,163	WEDNESDAY, 11th Sept.	5th Oct.	
"EMPERESS OF CHINA"	6,000	THURSDAY, 28th Sept.	14th Oct.	
"ATHENIAN"	3,882	WEDNESDAY, 10th Oct.	2nd Nov.	

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 20 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 262.

Intermediate Steamer at 12 Noon.

R.M.S. "MONTEAGLE," "TAIYAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for third class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK General Traffic Agent for China,  
Corner Pedder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Friday 26th July.
HUDAT and SANDAKAN	"BORNEO"	About Sunday 28th July.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"	Wedday 31st July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Tuesday 30th July.
MANILA, SAMARAL, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 15th Aug., at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th July, 1907.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"JOSHIN MARU"	SUNDAY, 25th July, at 10 A.M.
POOCHOW VIA SWATOW AND AMOY	"FRITHOF"	THURSDAY, 27th July, at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th July, 1907.

T. ABIMA, Manager.

SABANG BAY  
COALING STATION,  
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

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Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 300 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES  
"BARBER" LINE OF STEAMERS.

THE Steamship  
"SATSUMA,"  
FROM NEW YORK AND SINGAPORE.  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 19th July, 1907.

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 22nd July, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW, Agents.

Hongkong, 21st July, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 25th inst. will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 23rd July, 1907.

S.S. "SALAZIE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Charante" and "Medoc" from Havre or S.S. "Medoc" from Bordeaux or S.S. "Ville d'Orléans" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unloaded after MONDAY, the 26th July, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th July, 1907, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 29th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd July, 1907.

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Tak	Yochow	Samsui
Nanchang	Shanghai	Kongkong
Taipei	Ichang	Wanchow
Port Arthur	Chungking	Kwangchowwan
Chifu	Hankow	Pakhoi
Wenhai	Ningpo	Hohow
Kiuchow	Wenchow	Lungchow
Tsientsin	Santa	Mingze
Mukden	Poochow	Hokow
Shanghai	Amoy	Sz-mo
Szechow	Swatow	
Chinkiang		

JAPAN AND FORMOSA

JAPAN	FORMOSA
Tokyo	Osaka
Yokohama	Kobe
Yokohama	Yokohama
Yokohama	Yokohama
Yokohama	Yokohama

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EASTERN SIBERIA	NICOJAW
Vladivostok	Nicojawa
Seoul	Wonsan
Chungking	Fusan
Kusan	Pingyang
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HONGKONG AND ITS DEPENDENCIES	PHILIPPINES	CEBU
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PLAN OF TIENTSIN (KIAOCHAU)

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) WITH INSET

Showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF THE PEAK

PLAN OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON

PLAN OF MANILA

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PLAN OF SINGAPORE

PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia

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TREATIES WITH JAPAN

Great Britain—Nanking, 1842; Tientsin, 1859; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chofoo, 1870, with Additional Articles; Opium Convention, 1856; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention, 1897; Kowloon Extension, 1893; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

TREATIES WITH FRANCE

France—Tientsin, 1858; Convention, 1860; Tientsin, 1858; Conventions, 1896, 1897, and 1898; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional 1868; Peking, 1890; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1890; Kiaochow Convention, 1898; Railway and Mining Convention, 1898.

Japan—Shimonoseki, 1855; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903.

Russian—S. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treaty, 1904.

FINAL Protocol, made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1854; Treaty of Amity, 1854; Russia, Agreement with Japan, 1855; United States, Extraterritorial Treaty, 1858; Great Britain (Alliance) 1911; Russia (Peking Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; Japan, 1905. United States, 1892; Great Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siam Frontier, Great Britain and Russia, Railway Convention 1890.

CUSTOMS TARIFFS

TRADE REGULATIONS

LEGAL DOCUMENTS

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Subjects in China and Corea and in Siam.

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